

Description:

To support the state transportation system by increasing the State Highway System's level of performance through planning, design, construction, repair, maintenance, safety, and environmental responsibilities and concerns.

Major Functions and Targeted Performance Standard(s) for Each Function:

1. Facility Performance.

A. Maintain deficient pavement at no more than 15%.

Actual Results			
2000	2001	2002	2003
18%	18%	15%	15%
Projected Results			
2004	2005	2006	2007
15%	15%	15%	15%

B. Reduce weight-restricted bridges to no more than seven.

Actual Results			
2000	2001	2002	2003
22	21	17	12
Projected Results			
2004	2005	2006	2007
7	7	7	8

C. Reduce width-restricted bridges to no more than 35.

Actual Results			
2000	2001	2002	2003
53	52	49	44
Projected Results			
2004	2005	2006	2007
35	28	22	19

D. Reduce height-restricted truss bridges to no more than four.

Actual Results			
2000	2001	2002	2003
7	7	7	7
Projected Results			
2004	2005	2006	2007
5	4	2	2

E. Rural congestion. Targets (miles) for 2004-7 are yet undefined.

Actual Results			
2000	2001	2002	2003
N/A	N/A	N/A	235 miles
Projected Results			
2004	2005	2006	2007
Undetermined	Undetermined	Undetermined	Undetermined

F. Maintain the urban congestion rate of increase below Vehicles Miles Traveled rate of increase.

Actual Results			
2000	2001	2002	2003
N/A	<VMT rate of increase	<VMT rate of increase	<VMT rate of increase
Projected Results			
2004	2005	2006	2007
<VMT rate of increase	<VMT rate of increase	<VMT rate of increase	<VMT rate of increase

2. Facility Safety.

A. Reduce the five-year average fatality rate to 1.80 and the serious-injury rate to 10.22.

Actual Results			
2000	2001	2002	2003
1.97/13.46	1.93/12.86	1.91/12.44	1.87/11.78
Projected Results			
2004	2005	2006	2007
1.85/11.23	1.82/10.71	1.80/10.22	N/A

B. Increase Idaho's seat-belt usage to 76%.

Actual Results			
2000	2001	2002	2003
59%	60%	63%	72%
Projected Results			
2004	2005	2006	2007
72%	74%	76%	N/A

C. Improve at least three existing railroad crossings annually.

Actual Results			
2000	2001	2002	2003
3 projects	3 projects	3 projects	3 projects
Projected Results			
2004	2005	2006	2007
3 projects	3 projects	3 projects	3 projects

3. Management.

No current Targeted Performance Standards.

Program Results and Effects:

Results:

New rural and urban congestion definitions were established in December 2000. These definitions are currently under review. Targeted Performance Standards still need to be established.

Actively protected railroad crossings may need technological upgrades. Those that were upgraded years ago may still need additional active-protection devices. The new focus on "improving" at least three crossings annually instead of only focusing on passive to active improvements allows the state to address actively protected crossings that are rated as having high-priority safety improvement needs.

Targeted Performance Standards taken from the state's 2004 - 2006 Highway Safety Plan are based on 5-year averages for fatality and serious injury rates. Most-recent actual five-year rates are for CY 2002. Rates are calculated in May/June for the previous year's data.

Seat-belt use is usually surveyed and calculated in June/July. In 2003, the rate increased by several percentage points. The 2002/2003 legislative session made changes to Idaho's seat-belt enforcement law, although it is still not defined as a primary offense.

Effects:

A preventative maintenance program slows the rate of pavement and bridge deterioration, thus increasing the life of our transportation facilities. Over time an efficient preventative maintenance program is more cost effective than an emphasis on rebuilding.

The traveling public and commercial motor carrier's desire for increased and efficient mobility and safety are being met. Increased funding under the Transportation Equity Act for the 21st Century (1998 – 2003) allowed us to address more of the needs of the State Highway System. Unfortunately, the backlog of highway and bridge needs is way beyond what current funding can totally address. Therefore, needs are prioritized and not all customers can be satisfied because not all of their immediate needs can be addressed as a high priority.

For more information contact the Chief Engineer at 334-8803.